



WIS 54/172 Corridor Study Seymour to US 41

September 2004

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Mission statement:

To provide leadership in the development and operation of a safe and efficient transportation system.

Public invited to attend information meeting

With the WIS 54/172 Corridor Study already at the halfway point for completion, the Wisconsin Department of Transportation invites interested citizens to attend a second public information meeting. The meeting is scheduled for:

Wednesday, September 22, 2004

5 p.m. to 7:30 p.m.

(with a brief presentation at 6 p.m.)

at

Radisson Hotel Turtle Room

in the

Three Clans Complex

**(The Radisson is located at 2040 Airport Drive,
across from Austin Straubel Airport.)**

The meeting will include three distinct displays for public viewing. The displays will highlight the general corridor findings; a hands-on bike/pedestrian evaluation; and educational materials on a variety of intersection types and treatments.

At this meeting, the study team will present its corridor analysis and findings to date. The goal of the study is to develop a long-range strategy for improving the corridor that is compatible with local land use plans. This meeting is also an opportunity for you to offer feedback on the findings and to provide input as we move forward into the second half of the study.

The preliminary needs of the corridor have been identified based upon input from the first round of meetings with the public, local elected officials, and community technical advisors. In addition, technical analysis has been completed that included daily traffic counts, crash analysis and anticipated congested levels.

The purpose of this newsletter is to provide you background on what's happened with the study so far, and to also invite you to the second public information meeting.

Included in this issue:

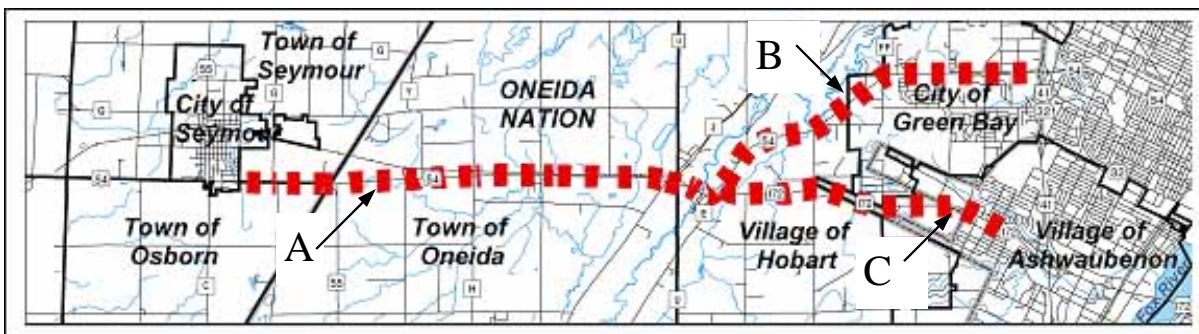
- Invitation to public information meeting
- Corridor needs identification
- Visioning exercise results

Needs identification by corridor segment

The project study area includes WIS 54 from Seymour to US 41 and WIS 172 from WIS 54 to US 41. To simplify the analysis, the study corridor was broken into three segments:

- Segment A – WIS 54 from Seymour to WIS 172
- Segment B – WIS 54 from WIS 172 to US 41
- Segment C – WIS 172 from WIS 54 to US 41

Below is an overview of the corridor illustrating the three segments.



During the first half of the study, analysis combined with comments from the public, elected officials and community technical advisors identified the needs of the three segments.

Needs and issues identification: Segment A

- Accommodate farm equipment along the corridor and facilitate crossing WIS 54.
- Improve traffic flow at the WIS 54/172 intersection.
- Limit direct access to WIS 54. The highway acts as Outagamie County's primary northern east/west route.
- Remove or separate through traffic in Oneida.
- Properly space intersecting and parallel local roads.

Needs and issues identification: Segment B

- Separate local traffic from through traffic. Many people are using West Mason Street as a through route.
- Traffic movements through the WIS 54/172 intersection need to be analyzed to determine the dominant traffic flow direction.
- Conflicts occur due to spacing between WIS 54 and the frontage roads.
- Provide safe east/west and north/south pedestrian movement options.
- Improve safety for pedestrian crossings, particularly near US 41.
- Consider smaller sub-segments to properly evaluate the corridor.

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Needs and issues identification: Segment C

- Provide improved traffic circulation to/from Babcock Road & Packerland Drive with WIS 172. Movements across WIS 172 also need to be accommodated.
- Consider the noise impacts due to increasing traffic volumes.
- Provide safe east/west and north/south pedestrian movement options – particularly on WIS 172 near the Bellin Health Family Medical Center and the casino.
- Improve safety for bicyclists on Packerland Drive.
- Consider land use plans for corridor communities and their effects.
- Reduce travel speed on WIS 172 (freeway design and stoplight create conflicting expectations).

WIS 54/172 future function

As part of the corridor study, the public, local elected officials, and community technical advisors were asked to consider the corridor's future function. In their analysis, they considered factors such as access, travel speed, intersection frequency, and traffic signals.

Seven familiar highways were presented as benchmarks and participants rated each corridor segment based on the sample highways. The sample highways were:

- Oneida Street
- WIS 54
- WIS 172
- WIS 29 (Shawano County)
- WIS 29 (Brown County)
- US 41
- I-43

Like all roads and highways, each of the above facilities provides a certain level of land access and mobility. Roads that provide a high level of land access such as Oneida Street provide a lower level of mobility. Conversely, facilities like I-43 provide a high level of mobility but limited access.

Future Function Analysis results

Segment A—This segment is expected to provide a high level of mobility in the future. The land surrounding the corridor is expected to remain rural and with proper access management WIS 54 should continue to efficiently move traffic.

Segment B—The results of the Segment B evaluation were strongly influenced by the high-density commercial and retail development located near US 41. This segment is expected to provide the highest level of access of the three corridors resulting in reduced mobility.

Segment C—This segment is expected to provide a slightly lower level of mobility when compared to Segment A; but it is apparent from the analysis results that respondents expect the Segments A and C to provide the highest level of mobility between the communities.



*Do you know someone who may be interested in this study?
Please share this newsletter. If you would like more copies,
contact Project Manager Chris Culotta at (920) 492-7712.*

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Next steps

Over the coming months WisDOT and their consultant, Short Elliot Hendrickson, Inc., will formulate recommendations for each of the study corridor segments. Once a corridor vision has been defined, specific intersection improvement concepts will be developed.

The recommendations will be based on a number of factors including:

- Public input
- Future function analysis
- Traffic forecasts
- Crash analyses
- Land use plans

We hope to hear from the public throughout the study process. Another public information meeting is planned for late 2004, in addition to the meeting already scheduled in September. During that meeting, you will be able to review the corridor and intersection strategies and recommendations. Information will be distributed regarding the date, time and location for that meeting. We encourage interested citizens to attend both meetings.

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